

California Energy Commission
STAFF REPORT

LOCALIZED HEALTH IMPACTS REPORT

Addendum 4 for Projects with Location Changes Awarded
Funding Through the Alternative and Renewable Fuel and
Vehicle Technology Program Under Solicitation GFO-15-603
– DC Fast Chargers for California’s Interregional Corridors

California Energy Commission
Gavin Newsom, Governor



January 2019 | CEC-600-2016-008-AD4

California Energy Commission

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ADDENDUM 4

The *Localized Health Impacts (LHI) Report for Selected Projects Awarded Funding Through the Alternative and Renewable Fuel and Vehicle Technology Program Under Solicitation GFO-15-603* was posted November 10, 2016 (CEC-600-2016-008).¹ This addendum uses the same approach to assess the LHI for projects with location changes. ChargePoint, Inc. has proposed to replace eight electric vehicle direct current (DC) fast charging station locations with eight new locations and 12 potential backup locations. Recargo, Inc. has proposed to replace seven electric vehicle DC fast charging station locations with seven new locations. The newly proposed locations are described in Table 1, along with environmental justice (EJ) indicators² (See Appendix A). Charger quantity and type for the new locations are similar to the original proposals.

Table 1: Original and New Site Locations for ChargePoint, Inc. and Recargo, Inc. Along with EJ Indicators

| Grantee | Original Site Location | New Site Location | EJ Indicator(s) |
|-------------------|---|--|--|
| ChargePoint, Inc. | 71 E. Via La Plata Fresno, CA 93245 | 7890 Blackstone Avenue Fresno, CA 93720 | Poverty, Unemployment, and Minority |
| ChargePoint, Inc. | 850 W. Hobson Way Blythe, CA 92225 | 876 W. Donlon Street Blythe, CA 92225 | Poverty, Unemployment, and Minority |
| ChargePoint, Inc. | 1345 Healdsburg Avenue Santa Clarita, CA 95548 | 3746 Airway Drive Santa Rosa, CA 95403 | N/A |
| | | 879 Hopper Avenue Santa Rosa, CA 95403* | N/A |
| ChargePoint, Inc. | 19105 Golden Valley Road Santa Clarita, CA 91387 | 19307 Golden Valley Road Santa Clarita, CA 91387 | Unemployment |
| | | 26900 Sierra Hwy Santa Clarita, CA 91321* | Unemployment |
| | | 16550 W. Soledad Canyon Road Santa Clarita, CA 91387* | Unemployment |
| ChargePoint, Inc. | 4701 Valley W. Boulevard Arcata, CA 95521 | 801-899 F Street Arcata, CA 95521 | Poverty |
| | | 925 E Street Arcata, CA 95521 | Poverty |
| | | 1901 Heindon Road Arcata, CA 95521* | Poverty |

1 Brecht, Patrick, 2016. *Localized Health Impacts Report*. California Energy Commission, Fuels and Transportation Division. Publication Number: CEC-600-2016-008.

2 EJ indicators developed by the U.S. Environmental Protection Agency (EPA), Office of Policy. Available at <https://www.epa.gov/ejscreen/environmental-justice-indexes-ejscreen>

| Grantee | Original Site Location | New Site Location | EJ Indicator(s) |
|-------------------|---|--|---------------------------------------|
| ChargePoint, Inc. | 4701 Valley W. Boulevard Arcata, CA 95521 | 1424 Broadway Street Eureka, CA 95501* | Poverty |
| ChargePoint, Inc. | 10527 Cold Stream Road Truckee, CA 96161 | 9932 Donner Pass Road Truckee, CA 96161 | Minority |
| | | 12353 Deerfield Drive Truckee, CA 96161* | Minority |
| ChargePoint, Inc. | 1001 Heavenly Village Way South Lake Tahoe, CA 96150 | 2977 US-50 South Lake Tahoe, CA 96150 | Minority |
| | | 961 Emerald Bay Road South Lake Tahoe, CA 96150* | Minority |
| | | 2870 Lake Tahoe Boulevard South Lake Tahoe, CA 96150* | Minority |
| | | 3651 Lake Tahoe Boulevard South Lake Tahoe, CA 96150* | Minority |
| ChargePoint, Inc. | 49901 Hwy 14 Inyokern, CA 93527 | 4467 US-395 Inyokern, CA 93527 | Poverty and Unemployment |
| | | 2565 CA-14 Inyokern, CA 93527* | Poverty and Unemployment |
| | | 6525 W. Inyokern Road Inyokern, CA 93527* | Poverty and Unemployment |
| | | 6764 Mountain View Avenue Inyokern, CA 93527* | Poverty and Unemployment |
| Recargo, Inc. | 15870 US-101 Klamath, CA 95548 | 700 US-101 Crescent City, CA 95531 | Poverty, Minority and Unemployment |
| Recargo, Inc. | 1220025 US-101 Orick, CA 95555 | 121200 US-191 Orick, CA 95555 | Poverty and Unemployment |
| Recargo, Inc. | 1929 4 th Street Eureka, CA 95501 | 1912 Broadway Street Eureka, CA 95501 | Poverty |
| Recargo, Inc. | 1328 Eeloa Ave Rio Dell, CA 95562 | 1805 Alamar Way Fortuna, CA 95540 | Unemployment |
| Recargo, Inc. | 67676 CA-271 Leggett, CA 95585 | 66150 CA-271 Leggett, CA 95585 | Poverty |
| Recargo, Inc. | 212 S. Main St Willits, CA 95490 | 871 South Main St Willits, CA 95490 | Poverty |
| Recargo, Inc. | 10021 Pacheco Pass Hwy Hollister, CA 95023 | 1460 E. Pacheco Boulevard Los Banos, CA 93635 | Poverty, Minority and Unemployment |
| Recargo, Inc. | 16447 Elgin Ave Dos Palos, CA 93620 | 23519 Robertson Blvd Chowchilla, CA 93610 | Poverty and Minority |

Source: California Energy Commission staff. *Backup locations shown with an asterisk(*) after new site location address.

Air Quality and EJ Indicators

The newly proposed electric vehicle charging station in Fresno, Blythe, Inyokern, Los Banos, and Chowchilla are in nonattainment³ zones for ozone, particulate matter (PM⁴) 2.5, and PM 10.

Santa Clarita is in a nonattainment zone for ozone and PM 2.5. Orick, Eureka, Fortuna, Leggett, and Willits are in nonattainment zones for PM 10. Santa Rosa is in a nonattainment zone for ozone. If a project site is in a nonattainment zone and has more than one EJ indicator (shown in Table 1) as detailed in Table 2, it is considered a high-risk community, according to the Environmental Justice Screening Method (EJSM).⁵

A comparison of proposed project locations with the state average and staff's EJ indicator thresholds is shown in Table 2. When a project located in a nonattainment zone has more than one EJ indicator category exceeding the threshold, it is considered a high-risk community project location (and colored in red in Table 2). For instance, the proposed project location in Fresno is in a nonattainment zone and exceeded the EJ thresholds for poverty level, persons of Hispanic or Latino origin, and unemployment, making it a high-risk community project location. According to staff assessment, the proposed project locations in Fresno, Blythe, Inyokern, Orick, Los Banos, and Chowchilla, are high-risk community project locations.

Table 2: EJ Indicator Categories by Project City

| | Below Poverty Level (2017) | Black Persons (2017) | American Indian and/or Alaska Native (2017) | Asian and/or Pacific Islander (2017) | Persons of Hispanic or Latino Origin (2017) | Persons Under 5 Years of Age (2017) | Persons Over 65 Years of Age (2017) | Unemployment (October 2018) |
|------------------------|-----------------------------------|-----------------------------|--|---|--|--|--|------------------------------------|
| California | 11.1% | 5.8% | 0.7% | 14.5% | 38.8% | 6.4% | 13.2% | 4.2% |
| EJ Indicator Threshold | >11.1% | >30% | >30% | >30% | >30% | >26.4% | >33.2% | >4.2% |
| Fresno | 22.9% | 3.8% | 1.4% | 3.2% | 64.9% | 9.0% | 8.6% | 9.1% |
| Blythe | 24.4% | 14.0% | 0.5% | 0.9% | 63.9% | 8.6% | 11.1% | 4.7% |
| Santa Rosa* | 10.4% | 1.6% | 1.0% | 5.8% | 21.0% | 6.2% | 7.8% | 2.7% |
| Santa Clarita* | 9.3% | 5.2% | 0.2% | 24.7% | 23.4% | 8.7% | 5.5% | 5.1% |

³ Nonattainment zones are areas designated by the California Air Resources Board (ARB) with at least one violation of an air quality standard for pollutants within the last three years, as of June 2017.

⁴ Particulate matter is unburned fuel particles that form smoke or soot and stick to lung tissue when inhaled. The numbers stand for microns in diameter.

⁵ California Air Resources Board (ARB), *Air Pollution and Environmental Justice, Integrating Indicators of Cumulative Impact and Socio-Economic Vulnerability Into Regulatory Decision-Making*, 2010. (Sacramento, California) Contract authors: Manuel Pastor Jr., Ph.D., Rachel Morello-Frosch, Ph.D., and James Sadd, Ph.D.

| | Below Poverty Level (2017) | Black Persons (2017) | American Indian and/or Alaska Native (2017) | Asian and/or Pacific Islander (2017) | Persons of Hispanic or Latino Origin (2017) | Persons Under 5 Years of Age (2017) | Persons Over 65 Years of Age (2017) | Unemployment (October 2018) |
|------------------------|----------------------------|----------------------|---|--------------------------------------|---|-------------------------------------|-------------------------------------|-----------------------------|
| California | 11.1% | 5.8% | 0.7% | 14.5% | 38.8% | 6.4% | 13.2% | 4.2% |
| EJ Indicator Threshold | >11.1% | >30% | >30% | >30% | >30% | >26.4% | >33.2% | >4.2% |
| Arcata* | 34.2% | 2.8% | 1.6% | 3.0% | 15.1% | 2.5% | 4.8% | 3.6% |
| Eureka | 19.9% | 2.9% | 3.4% | 3.6% | 14.1% | 5.0% | 6.7% | 3.6% |
| Truckee* | 6.9% | 0.4% | 0.3% | 1.1% | 38.7% | 7.5% | 6.5% | 3.4% |
| South Lake Tahoe* | 10.7% | 0.6% | 0.5% | 4.6% | 44.2% | 6.6% | 9.2% | 3.5% |
| Inyokern* | 17.0% | 1.5% | 0.9% | 2.8% | 9.5% | 5.2% | 18.4% | 7.3% |
| Crescent City | 29.1% | 7.8% | 3.4% | 3.5% | 35.9% | 2.8% | 8.1% | 7.9% |
| Orick | 34.6% | 0.0% | 10.9% | 0.0% | 5.6% | 0.0% | 20.0% | 4.4% |
| Fortuna | 8.0% | 0.6% | 3.7% | 0.9% | 17.0% | 7.1% | 17.3% | 5.0% |
| Leggett | 28.1% | 0.0% | 2.5% | 0.0% | 3.3% | 6.6% | 9.8% | 3.5% |
| Los Banos | 20.2% | 7.8% | 3.4% | 3.5% | 35.9% | 2.8% | 8.1% | 7.9% |
| Chowchilla | 25.1% | 10.2% | 2.6% | 1.7% | 45.2% | 5.0% | 8.9% | 2.6% |
| Willits | 22.8% | 0% | 4.5% | 1.1% | 18.5% | 6.6% | 18.0% | 3.2% |

Sources: California Energy Commission, Employment Development Department, and US Census Bureau. *The City/County names in red indicate a high-risk community while the yellow highlighted percentages indicate which categories exceed the EJ indicator threshold. **An asterisk (*) after the city name signifies a default to county demographics and/or labor information

Location Analysis and Community Impacts

The proposed charging station locations and the EJ indicators used are comparable to the original LHI report. The charger quantity and type, along with the estimated gasoline gallons displaced, are also comparable, and the anticipated impact to the communities where the electric vehicle DC fast chargers will be located remains positive in terms of cleaner air and anticipated greenhouse gas reductions.

APPENDIX A:

Localized Health Impact Report Assessment Method

This LHI Report assesses the potential impacts to communities from projects proposed to receive ARFVTP funding. This report is prepared under the *California Code of Regulations, Title 13, Motor Vehicles, Chapter 8.1 (CCR § 2343)*:

“(6) Localized health impacts must be considered when selecting projects for funding. The funding agency must consider EJ consistent with state law and complete the following:

(A) For each fiscal year, the funding agency must publish a staff report for review and comment by the public at least 30 calendar days prior to approval of projects. The report must analyze the aggregate locations of the funded projects, analyze the impacts in communities with the most significant exposure to air contaminants or localized air contaminants, or both, including, but not limited to, communities of minority populations or low-income populations, and identify agency outreach to community groups and other affected stakeholders.

(B) Projects must be selected and approved for funding in a publicly noticed meeting.”

This LHI Report is not intended to be a detailed environmental health impact analysis of proposed projects nor is it intended to substitute for the environmental review conducted during the California Environmental Quality Act review. This LHI Report includes staff’s application of the EJSM developed by the EPA to help identify projects located in areas where social vulnerability indicators, greatest exposure to air pollution, and its associated health risks are present.

To determine a high-risk community project location, data from ARB, U.S. Census Bureau, and other public agencies are compared to the EJ indicators within that location. The proposed project location must meet a two-part standard as follows:

Part 1:

- Communities located within a nonattainment zone for ozone, PM 2.5 or PM 10; as designated by the California Air Resources Board

Part 2:

- Communities having more than one of the following EJ indicators for (1) minority, (2) poverty, (3) unemployment, and (4) Age. The EJ indicators are defined by staff as:
 - 1) A minority subset represents more than 30 percent of a given city’s population.
 - 2) A city’s poverty level exceeds the state average poverty level.

- 3) The city (or county if city data is unavailable) unemployment rate exceeds the state average unemployment rate.
- 4) The percentage of people living in a city who are younger than 5 years of age or older than 65 years of age is 20 percent higher than the state average for persons under 5 years of age or over 65 years of age.